

Southern Ute Indian Tribe

2022 SU 180 CEDAR POINT HOUSING ROAD IMPROVEMENT PROJECT

ADDENDUM NO. 3

March 28, 2022

Please note that receipt of this Addendum #3 must be acknowledged in the Bid Form of your submitted bid, as well as signed below, for the bid to be responsive. The signed addendum shall be submitted with Contractor's Bid.

To all prospective bidders holding plans and specifications for the Southern Ute Indian Tribe SU 180 Cedar Point Housing Road Improvement Project, the following clarifications have been added to the questions received, *question in italics*, response below:

- 1. It appears that at least 2 speed humps are located within the Full Depth Reclamation area (i.e., Sheet 7 at approximate Station 33+75 and Sheet 13 at approximate Station 16+25). Do the speed humps need to be removed & replaced or does the FDR simply stop immediately adjacent to said speed humps? If they need to be removed/replaced, can a bid item be added to account for this work? If the speed humps do need to be replaced, please provide a detail for constructing the speed humps.*

The FDR Shall end immediately adjacent to the FDR and speed humps to remain.
- 2. Please confirm that all speed humps (24 each) on the project will need to be repainted (matching paint marks that are existing) and that they are included as part of the 8 gallons of paint.*

All speed humps to be repainted. Quantity of paint has been updated; each speed hump has been calculated to require 0.6 gallons of paint.
- 3. Please confirm that the stop bar and cross walk bars at the intersection of Sagebrush Avenue and Lodge Pole Way (Sheet 10) will need to be repainted to match the existing once the chip seal work is complete.*

Yes, the stop bar and cross walk bars shall be repainted. Quantities of paint have been updated, this intersection shall require 1.2 gallons of paint.
- 4. Please confirm that the curb & gutter/asphalt interface as well as the speed hump/asphalt interface will require crack filling and sealant if the crack is wider than ¼”.*

Yes, any crack/gap larger than the ¼” shall be filled and sealed.
- 5. The intersection of Lodge Pole Way and CR 110/318 as shown on Sheet 13 does not match the actual field conditions. At this intersection, Lodge Pole Way is wider than that which is shown and is actually built with a median (24-feet wide on the outgoing lane and 12-feet wide on the incoming lane)*

Plan has been updated to correctly hatch the entire improvement area and quantities updated.

- a. *Given that the asphalt bid item is paid based on plan quantity only, do the current mill and overlay quantities reflect the wider Lodge Pole Way roadway at this intersection. If not, can said quantities be adjusted to account for the added width?*
Plan quantities have been updated.
- b. *Please confirm that Pavement Marking Paint will be required around the median at the intersection of Lodge Pole Way and CR 110/318 similar to that which is called out for on Sheet 6 at the intersection of Rolling Thunder Avenue and CR 110/318.*
Yes, pavement marking paint is required around median.
6. *Please confirm that the concrete collars associated with the manhole adjustment bid item will need to be re-built based on the attached SDSD sewer detail # 7.*
Yes, concrete collars shall be rebuilt per attached detail.
7. *Regarding the chip seal work item on streets where there is no FDR or mill & overlay, should we plan on chip sealing over the concrete collars at the manholes and water valves (manhole and water valve lids are covered of course to prevent chip-sealing the lids)? We can “cover” the concrete collar in addition to the cast-iron lids if need to be in order to protect them from the chip-sealing application.*
The concrete collars and cast iron lids shall be covered and protected from the chip sealing application.
8. *Within the FDR section on sheet 14 (intersection between Fry Bread Avenue and Arrow Street), there is a 3-foot wide valley pan. Does this valley pan need to be removed & replaced or will the FDR simply stop immediately adjacent to said valley pan? If it needs to be removed & replaced, can a bid item be added in order to account for this work? Can we get a detail on how the valley pan should be built?*
FDR section shall be built up to the valley pan and valley pan to remain in place.
9. *On sheet 14, a manhole adjustment is required at Sta. 1+95 along the southern edge of Arrow Street. After reviewing this location in the field, the utility at this location appears to be a water valve with a larger-than-normal concrete collar. A sewer manhole does exist approximately 50-feet south of Arrow Street at approximately the same station. Please confirm that the utility to be adjusted is the water valve within Arrow Street and not the manhole in the field south of Arrow Street.*
Yes, the adjustment is in reference to the water valve.
10. *Regarding the “remove concrete apron item” (3 each) shown on Sheet 14, please confirm that only the aprons on the north side of Arrow Street will be removed and replaced with riprap.*
Yes only the aprons on the north side of Arrow Street are to be removed and replaced.
11. *After reviewing conditions in the field, a water valve exists at the intersection of Elk Street and Sage Brush Avenue within the FDR section. This water valve adjustment however does not appear to be accounted for on Sheet 8 nor on the build schedule. Also, two (2) water valve adjustments are shown on Sheet 8 at Sta. 8+57 within the associated Cul-de-sac. Given that there are a total of three (3) water valve adjustments on Sheet 8 and only one (1) in the bid schedule for this particular area, can the bid quantity be adjusted accordingly?*
Bid Tab has been updated to include the (3) water valves.

12. *A Subgrade Stabilization work item is included within the measurement and payment section of the bid documents (i.e., Special Conditions Page 9 of 9). There is however no specific bid item for this work. If subgrade stabilization is required (presuming to be within the FDR areas), can a bid item be added with an associated bid quantity in order to account for this work?*

Reference to this has been removed, **do not add** to bid tabulation.

13. *Regarding the Rip Rap Bid item, what type of geotextile fabric is required under the rip rap? Please specify what type of bedding material is required.*

Mirafi 140N or equivalent shall be used with 4-IN class 6 bedding underneath and shall be incidental to the work.

14. *Regarding the Rip Rap Bid item, can sandstone rip rap from Mesa Sandstone (Hindmarsh pit east of Cortez CO) be used on the project provided it has a specific gravity of 2.5?*

Yes, as long as specific gravity is minimum 2.5

15. *Regarding the Rip Rap detail on Sheet 15, the rip rap area is based on the diameter of the associated pipe. In this case however, the apron is associated with a surface drainage and not a pipe. Would you mind providing us with the dimensions of the rip rap apron?*

A curb opening of 3' shall be substituted for the pipe diameter.

16. *On page 3 of 5 of the Standard Form of Agreement, Project Appendices A (Geotechnical Report) and Project Appendices B (TERO Bidding Requirements) are shown to be included within the bid documents. We're not seeing the Project Appendices within the bid documents. Can the Geotechnical Report and the TERO Bidding Requirements be provided?*

The Geotechnical report has been attached. TERO Bidding reference shall be ignored and TERO office contacted at 970.563.0117

17. *Please confirm/clarify that the "manhole adjustment" work at Sta 36+25 on Rolling Thunder does not include FDR.*

Correct the manhole adjustment only refers to the concrete collar and manhole rim and not the surrounding roadway. If FDR is needed that will be explored as a change order later.

18. *In the special conditions, the asphalt spec (page 6 of 9) references CDOT Section 400. Please verify that there is no "surface smoothness" requirement (401.20) for this particular project.*

Correct, due to the short length of FDR and overlay there will be no smoothness requirement for this project.

19. *Under road specifications, special conditions page 7 of 9 the following reads.....(Chip Seal Specifications: CDOT Standard Specification for Road and Bridge Construction Section 409. Description: The work shall be performed in accordance with the specification referenced above and shall consist of a chip seal placed at the following rates. **The total application rate of the chip seal shall be approximately .75 gal/yd of***

emulsified asphalt and 55 lbs/yd of type II covercoat (1/2 Inch) aggregate, or 0.375 gal/yd of emulsified asphalt and 27.5 lbs/yd of type II covercoat aggregate. Construction sequencing shall allow for the lift to be placed and subsequently opened to traffic until the first lift has been placed on all subdivision roads and is allowed to set under traffic for a minimum of one week.) I believe that this is a double chip project but the word (or) could mean that there may be some single chip. I just want to make sure that I am bidding the right quantities.

This is a double chip seal project. The total application rate is 0.75 gal/yd and 55lbs/yd split into the 2 applications.

20. Can you give us any information on whether we would be able to use the cul de sac and area where spoil is stockpiled at the north end of Rolling Thunder as temporary laydown location?

Yes, the cul-de-sac at the end of Rolling Thunder can be used.

21. When the FDR is being done on the intersection of Rolling Thunder/Arrow and the short section of FDR just south of the intersection, would there be another location along Rolling Thunder available to us to use or

Parallel parking areas within Cedar Point can be used that are away from homes and driveways.

22. Would we be allowed to build a shoo fly around those sections to access the temporary laydown?

No, the project must stay within the ROW.

23. Would the cul de sac area at the east end of Arrow be available for use?

Yes, this area would be available to use.

24. A quick question on the chip seal, would you be amenable to waiving the week between lifts requirement for the chip seal as stated in the contract docs? That could potentially cause a second mobilization to be included in pricing, if the chosen sub can't immediately start on the second lift after finishing the first.

No, the week between applications is important to ensure the chip and oil have had time to bond as well as be driven over with traffic.

The bid date is **April 1, 2022**, at **4:00 PM** MDT. Bids can be delivered to 116 Memorial Avenue, Ignacio, CO 81137 or via email to dmcDonald@southernute-nsn.gov

BY ORDER OF SEH ENGINEERING

March 22, 2022

By:  _____

Paul O'Neil, P.E.

Project Manager

By: _____

Contractor Signature

Representing _____

Cedar Point Roads Bid Schedule

	F.P. - 14 ITEM NO.	CDOT ITEM NO.		Unit	Quantity	Unit Price	Total Amount	
GENERAL CONDITIONS	15101-0000	626-0000	MOBILIZATION	LS	1			
	63501-0000	630-00016	TRAFFIC CONTROL	LS	1			
	15214-0000	625-0000	CONSTRUCTION SURVEYING	LS	1			
	15301-0010	950	QUALITY CONTROL / TESTING	LS	1			
MOUNTAIN DEW CIRCLE FROM STA 0+00 TO END (29+72)	41401-2000	408-01400	CRACK SEAL	LS	1			
	63401-0000	627-00011	PAVEMENT MARKING PAINT (WATERBORNE)	GAL	3			
			TOTAL COST:					
RED DAWN CT, GRAY STROKE CT, AND BLUE MOON CT STA 0+00 TO END	41401-2000	408-01400	CRACK SEAL - RED DAWN CT	LS	1			
	41401-2000	408-01400	CRACK SEAL - GARY STROKE CT	LS	1			
	41401-2000	408-01400	CRACK SEAL - BLUE MOON CT	LS	1			
			TOTAL COST:					
ROLLING THUNDER AVE FROM INTERSECTION WITH CO RD 110 TO STA 20+00	63401-0000	627-00011	PAVEMENT MARKING PAINT (WATERBORNE)	GAL	4.2			
			MILL (FROM STA 0+70 TO STA 8+00)					
	41301-0000	202-00240	MILL/REMOVAL (2-IN)	SY	2430			
	40301-0000	403-02000	ASPHALT OVERALY (2-IN)	TON	265			
			FULL DEPTH REMOVAL (FROM STA 8+00 TO 9+20, INCLUDING PORTION WITH ELK ST)					
	20303-1600	202-00220	ASPHALT REMOVAL	SY	523			
	20303	202-00220	REMOVAL OF BASE (CLASS 6)	SY	523			
	30301-5000	306-01000	RECOMPACTION OF BASE	LS	1			
	30101-0000	304-06000	CLASS 6 (4-IN)	TON	109			
	30101-0001	304-02000	CLASS 2 (8-IN)	TON	218			
	40301-0000	403-02000	ASPHALT (4-IN)	TON	114			
			CHIP SEAL (FROM STA 9+20 TO 20+00)					
	41401-2000	408-01400	CRACK SEAL	LS	1			
	40701-0100		CHIP SEAL	SY	3602			
	60902-0500	609-20000	CURB & GUTTER REPLACEMENT (ALLOWANCE)	LF	500			
61501-0200	608-00000	SIDEWALK REPLACEMENT (ALLOWANCE)	SY	100				
			TOTAL COST:					
ROLLING THUNDER AVE FROM STA 20+00 TO END (STA 38+46)	63401-0000	627-00011	PAVEMENT MARKING PAINT (WATERBORNE)	GAL	4.2			
	60405-0000	210-04010	ADJUST MANHOLES	EA	2			
			FULL DEPTH REPLACEMENT (FROM STA 33+67 TO STA 35+68)					
	20303-1600	202-00220	ASPHALT REMOVAL	SY	669			
	20303		REMOVAL OF BASE (CLASS 6)	SY	669			
	30301-5000	306-01000	RECOMPACTION OF BASE	LS	1			
	30101-0000	304-06000	CLASS 6 (4-IN)	TON	139			
	30101-0001	304-02000	CLASS 2 (8-IN)	TON	278			
	40301-0000	403-02000	ASPHALT (4-IN)	TON	146			
			CHIP SEAL (FROM STA 20+00 TO STA 33+67 AND FROM STA 35+68 TO 37+00)					
	41401-2000	408-01400	CRACK SEAL	LS	1			
40701-0100	409	CHIP SEAL	SY	4991				
			TOTAL COST:					
ELK ST STA 0+00 TO END (8+57)			MILL FROM STA 0+60 TO 7+12					
	41301-0000	202-00220	MILL/REMOVAL (2-IN)	SY	1423			
	40301-0000	403-02000	ASPHALT OVERALY (2-IN)	TON	155			
	60405-0000	210-04010	ADJUST MANHOLES	EA	4			
	60405-0000	210-04050	ADJUST WATER VALVES	EA	3			
			CRACK SEAL FROM STA 7+12 TO 8+57					
	41401-2000	408-01400	CRACK SEAL	LS	1			
			FULL DEPTH REPLACEMENT AT INTERSECTION OF ELK ST AND SAGEBRUSH AVE					
	20303-1600	202-00220	ASPHALT REMOVAL	SY	450			
	20303	304-06000	REMOVAL OF BASE (CLASS 6)	SY	450			
	30301-5000	306-01000	RECOMPACTION OF BASE	LS	1			
	30101-0000	304-06000	CLASS 6 (4-IN)	TON	94			
30101-0001	304-02000	CLASS 2 (8-IN)	TON	188				
40301-0000	403-02000	ASPHALT (4-IN)	TON	98				
63401-0000	627-00011	PAVEMENT MARKING PAINT (WATERBORNE)	GAL	0.6				
			TOTAL COST:					
SHADOW SPIRIT ST STA 0+00 TO END (11+24)	41401-2000	408-01400	CRACK SEAL	LS	1			
	40701-0100		CHIP SEAL	SY	3347			
	63401-0000	627-00011	PAVEMENT MARKING PAINT (WATERBORNE)	GAL	1.2			
			TOTAL COST:					
SAGEBRUSH AVE STA 0+00 TO END (16+68)	41401-2000	408-01400	CRACK SEAL	LS	1			
	40701-0100	409	CHIP SEAL	SY	4254			
	63401-0000	627-00011	PAVEMENT MARKING PAINT (WATERBORNE)	GAL	1.2			
			TOTAL COST:					
FRY BREAD AVE STA 0+00 TO END (18+06)	41401-2000	408-01400	CRACK SEAL	LS	1			
	40701-0100	409	CHIP SEAL	SY	3800			
	63401-0000	627-00011	PAVEMENT MARKING PAINT (WATERBORNE)	GAL	1.2			

							TOTAL COST:		
LODGE POLE WAY STA 0+00 TO END (22+41)	60405-0000	210-04050	ADJUST WATER VALVES	EA	9				
	63401-0000	627-00011	PAVEMENT MARKING PAINT (WATERBORNE)	GAL	8				
			MILL (FROM STA 0+71 TO 13+81)						
	41301-0000	202-00240	MILL/REMOVAL (2-IN)	SY	3743				
	40301-0000	403-02000	ASPHALT OVERLAY (2-IN)	TON	405				
			FULL DEPTH REMOVAL (FROM STA 13+81 TO 17+41)						
	20303-1600	202-00220	ASPHALT REMOVAL	SY	960				
	20303	202-00220	REMOVAL OF BASE (CLASS 6)	SY	960				
	30301-5000	306-01000	RECOMPACTION OF BASE	LS	1				
	30101-0000	304-06000	CLASS 6 (4-IN)	TON	199				
	30101-0001	304-02000	CLASS 2 (8-IN)	TON	398				
	40301-0000	403-02000	ASPHALT (4-IN)	TON	209				
		409	CHIP SEAL (LODGE POLE WAY FROM STA 17+41 TO INTERSECTION WITH ROLLING THUNDER AVE)						
	41401-2000	408-01400	CRACK SEAL	LS	1				
	40701-0100	409	CHIP SEAL	SY	1289				
							TOTAL COST:		
	41401-2000	408-01400	CRACK SEAL	LS	1				
40701-0100	409	CHIP SEAL	SF	4277					
		ARROW ST FULL DEPTH REPLACEMENT, INTERSECTIONS WITH ROLLING THUNDER AND FRY BREAD AVE							
ARROW ST STA 0+00 TO END (17+47)	20303-1600	202-00220	ASPHALT REMOVAL	SY	1432				
	20303	202-00220	REMOVAL OF BASE (CLASS 6)	SY	1432				
	30301-5000	306-01000	RECOMPACTION OF BASE	LS	1				
	30101-0000	304-06000	CLASS 6 (4-IN)	TON	297				
	30101-0001	304-02000	CLASS 2 (8-IN)	TON	594				
	40301-0000	403-02000	ASPHALT (4-IN)	TON	312				
	60405-0000	210-04010	ADJUST MANHOLES	EA	3				
	60405-0000	210-04050	ADJUST WATER VALVES	EA	7				
	20303-0300	202-00001	Remove concrete apron	EA	3				
	25101-0000	506-00000	D ₅₀ 12" RIPRAP	CY	12				
	63401-0000	627-00011	PAVEMENT MARKING PAINT (WATERBORNE)	GAL	1.2				
						TOTAL COST:			
BURNING CEDAR AVE STA 0+00 TO END (17+42)	41401-2000	408-01400	CRACK SEAL	LS	1				
	40701-0100	409	CHIP SEAL	SY	4581				
	63401-0000	627-00011	PAVEMENT MARKING PAINT (WATERBORNE)	GAL	1.8				
						TOTAL COST:			

Subtotal	
TERO 4% Fee:	
TOTAL OVERALL COST:	